

**California Transportation Permits Advisory Council  
Steering Committee Meeting – September 17, 2013**

The Steering Committee meeting for the California Transportation Permits Advisory Council (CTPAC) was held at the State of California Department of Transportation's (Caltrans') Southern Regional Lab located at 13970 Victoria Street, Fontana, California, 92336, in Conference Room #13. The meeting started at 12:00 p.m. and ended at 2:00 p.m. on September 17, 2013. The facilitator for this meeting was Suzanne Scheideker Cook.

**Agenda Item #1 – Welcome and Purpose of Meeting**

**Leads: Eric Sauer and Yin-Ping Li**

Kevin Riley is the new facilitator for Caltrans for the CTPAC meetings. Eric Sauer (California Trucking Association) thanked Suzanne Scheideker Cook for doing a great job of providing the facilitation for the CTPAC meetings in the Southern Region. Mr. Sauer then provided an update from the last CTPAC meeting. There were more members at the last CTPAC meeting in Northern California. Eric Sauer believes that there is tremendous value to the CTPAC because it meets quarterly and there is worthwhile discussion between Caltrans and Industry. From Industry's standpoint, there is a status update regarding rollouts of Caltrans' new policies, programs, and procedures. Additionally, there are pre and post CTPAC meetings now that industry has been participating in to gauge the status of proposals and issues. Industry recently had the pre-meeting and will have the post meeting in approximately 10 days. Eric then turned the meeting over to Ms. Yin-Ping Li representing Caltrans. At this time, all participants introduced themselves.

**Agenda Item #2 – Open Comments**

**Leads: All Participants**

There were no comments.

**Agenda Item #3 – Caltrans Update**

**Leads: Dennis Agar and Yin-Ping Li**

In the Permit Office branch, there have been 6 new hires. At this time, Caltrans is busy training the new hires. There is one more vacancy to fill. Yin-Ping welcomes suggestions on how to improve customer service. Yin-Ping stated that training is still ongoing for the 3 fairly new hires as well as the 6 new employees. In response to a question by Industry about the classifications of the new hires, 5 of the new employees are Program Technicians and 1 is an Office Technician.

The RCATS system is continuing to undergo internal testing. Once internal testing is finished, it will then be rolled out to interested Industry participants for external testing before the final rollout of the new system. Per Caltrans, Caltrans is targeting the new system to go online in January 2014.

Regarding the Business Process Improvement, Caltrans is working with the Information Technology Division of Caltrans to look at options to see what is available to improve Caltrans permit application process. Per Industry, every week on Wednesday, STARS goes down and the permits get delayed from ½ day to a full day and then it seems like it

takes the rest of the week for Caltrans to catch up on issuing permits. Per Industry, this has been happening for the past 3 months. Per Caltrans, the construction restrictions are uploaded on Wednesday and Thursday which slows down STARS. Per Industry, what is Caltrans doing to resolve this cycling problem? Additionally, Industry complained that Caltrans Permit staff does not return telephone calls regarding these problems and the delays. (Industry complimented Mary who is a Caltrans Permit's Office Manager on her responsiveness.) Industry stated that the other employees will not return calls. Per Caltrans, this is a great opportunity for Caltrans and the Industry to discuss the issues. The good news is that Caltrans had 6 more new hires. Now, Caltrans has individuals on-board and will get them ramped up to handle Industry's needs. The delay in the permits is a domino effect for Industry. Is there a good contact that Industry can call? Per Industry, Industry was given the impression by Caltrans that when the consolidation of Caltrans occurred, customer service would improve. Due to this, Industry was generally supportive of the consolidation. Additionally, Industry understands when Caltrans hires new employees and that there is a learning curve. But, Industry stated that it gets the same responses from Caltrans when problems are brought to the attention of Caltrans. Industry feels that Caltrans' customer service is worse now than when there were two separate offices (South and North Region).

Mr. Sauer believes that a new system coming online will resolve a lot of the problems. Eric Sauer and Greg Dineen have not seen reports on the permits (issuance/percentage in fluctuation, etc.) in a while. Industry appreciates that Caltrans is acknowledging the issues. Industry knows that Caltrans has limitations and that it is fighting for personnel funding. Per Eric Sauer and Greg Dineen, maybe Industry and Caltrans can think outside of the box on how to resolve these ongoing concerns until the new system comes online. Caltrans would like to have these follow-up meetings with Industry. Between Greg Dineen and Eric Sauer and the organizations they represent, they can resolve problems from Industry.

Industry asked if there is any possible way to be notified when the STARS system goes down. Per Caltrans, it depends on how long the system is down. If the system is down for only five minutes, then it does not pay to have Caltrans' Systems staff do the notification. Caltrans is looking at upgrading the telephone system so that business users can get to a "real person". Per Industry, where is the accountability? Who does Industry call to find out what the problem(s) are regarding the issuance of the permits? Per Caltrans, Hani and Joy are the points of contacts for problems with permits. Per Industry, these staff members do not return telephone calls. Per Caltrans, STARS does cycle up and cycle down during the day. Caltrans stated that some of the problems are caused by Industry "bridge hits". Industry stated that bridge hits are done by companies that either do not have permits or are out-of-state but that it impacts the Industry in California.

#### **Agenda Item #4 – Charter Review and Upshot Status**

##### **Leads:**

Tab #2 is the meeting summary. The upshots are the call to action items from last meeting. Action #1/meeting dates – Eric has been updating the meeting dates/locations. Action #2 has been completed. If anyone else wants to participate in the Beta testing, please contact Steve at Caltrans. Action #3 – there has been no progress. Regarding Action #4 – BPR recommendation, it is not ready yet because Caltrans needs to meet with the Caltrans' Information Technology staff. Action #5 – Eric Sauer is still

waiting for the Federal regulatory language for guidance. However, there is a notice in the Federal Register to move forward with paperless Hazardous Material transport. (This is in reference to using acceptable mobile devices to show law enforcement permits and attachments in California.) Action #6 – Basically, the California Vehicle Code (CVC) and CHP states that the permits and attachments must be paper. Mr. Le did not find any statute that states that paperless is acceptable. Per Industry, a judge recently threw out a case where the driver was written up for showing permits on a cell phone to the officer. Tommi Tyler (Greg Dineen & Associates) seconded Eric Sauer about waiting for the Federal regulations to be handed down because there could be an issue where the cell phone/Pad would need to be collected as evidence. Action #7 – Industry has supplied the specifications to Caltrans. Action #8 was discussed earlier in the Work Group. Action #11 is completed. Action #12 regarding the list of names sent to Eric Sauer regarding Route 299 which is a Red Route. Mr. Sauer held a meeting up in Redding regarding this issue. California Highway Patrol (CHP), North Region was going to meet with Caltrans Districts 1 and 2 and then cover it with all of the participants at the initial meeting. Action #14 and #15 are done.

**Agenda Item #5 – Crane Group**  
**Lead: Alvan Mangalindan**

There were no discussion or action items at this time.

**Agenda Item #6 – Annuals**  
**Leads: Tim McVay and Greg Dineen**

The Transponder Program Proposal – Working Draft was discussed at the Working Group and by the Steering Committee. Greg Dineen's next steps on behalf of CTPAC are working with the Caltrans Weight-In-Motion (WIM) staff and Case Systems to get the final information regarding the type of technology and costs for this program.

Greg Dineen provided a brief overview of the Working Group discussion regarding the problems that companies operating in the Overweight Corridor are having regarding meeting Caltrans' inner-bridge requirements. The next steps for this project will be for Marcel Van Dijk to discuss the issue with Port of Long Beach and then get together with Greg Dineen to set up a meeting with the companies hauling the overweight loads in the Corridor. Greg Dineen and Marcel Van Dijk will then discuss the next steps with Caltrans on this issue.

**Agenda Item # 7 – Variance Loads**  
**Lead: Leon Franks**

The Working Group discussed platform trailers and unladen permits. Industry will talk further with Caltrans managers regarding the ability of Industry to have a faster turnaround for getting unladen permits. Regarding loads at rail crossings, Leon will follow-up with this issue offline with Caltrans as well as having additional information to share with the Steering Committee at the next CTPAC meeting.

**Agenda Item #8 – Fixed Loads/Tow Trucks**  
**Lead: Greg Dineen**

One item that was discussed is grandfathering the allowable weights that were given on the inspection reports when the company sells the tow truck. Greg requested that these companies attend this CTPAC meeting to discuss the problem. The NGWBS tire proposal did go through for the tractor only and allows for straight green weight. The final draft policy on NGWBS will be coming out for review and comment. (See Tab #6.) Which Working Group is this issue going to belong to? Per Michelin, it will remain with the Fixed Loads Group.

**Agenda Item #9 – Status of Development of Transportation Permits Manual**  
**Leads: Bob Shephard and Kien Le**

The comments received by Industry will be incorporated into the Transportation Permits Manual (TPM).

**Agenda Item #10 – New Business and New Proposals**  
**Leads: All**

Industry would like to request a policy clarification. For years, two 21-foot long silos on a step deck had to get a permit with a 5 foot overhang. Recently, a request for this permit was denied because it was called a reducible load. Per Caltrans, must be contained with trailer length. Industry stated that because of Caltrans' decision, now instead of one truck, there are two trucks running on the highway with the same load which increases the footprint and the cost of the project. Per Industry, reducibility has never been applied to rear overhang. Per Caltrans, it is a permit condition that no overhang is allowed when hauling multiple loads. Per Industry, it does not make sense because it can be done on an annual permit. Caltrans stated that it needs to decide whether the load is properly secured. Per the CHP representative and Industry, the CHP decides whether or not the load is properly secured, not Caltrans. Industry asked if this would fall under a Working Group for further review and discussion. Per Caltrans, Industry needs to send this in as a Proposal. Eric Sauer asked if Industry could send a request for clarification on this issue to Caltrans' legal department. Caltrans requested that Industry submit the proposal and Caltrans will decide what the next steps are for this issue.

**Agenda Item #11 – Review Action Items/Schedule Next Meeting (date, time, and location)**

- |                 |   |
|-----------------|---|
| Action Item #1: | Industry needs to breakdown the different scenarios regarding the use of platform trailers including chart weights and provide this information to Caltrans.  |
| Action Item #2: | Caltrans will look into issuing log numbers to track permit requests. Caltrans is requesting that Industry provide e-mail addresses on their permit requests. If there is a new policy change, Eric and Greg will let the Industry know of this change. |
| Action Item #3: | Industry needs to review the draft that Caltrans submitted to the Variance Working Group regarding the crossing issue and provide feedback to Caltrans. (No due date given for comments to Caltrans.)   |

- Action Item #4: Greg Dineen and Kien Le will discuss overweight corridor issues further offline. Additionally, Greg Dineen, Eric Sauer, and Marcel Van Dijk will have a meeting with companies in the Overweight Corridor, localities writing the permits in the Overweight Corridor, and the Ports of Los Angeles and Long Beach.
- Action Item #5: Caltrans will send the contact information for Caltrans WIM staff to Greg Dineen.
- Action Item: After the formal review period by Caltrans which includes the review provided by the CTPAC Working Group and Steering Committee, the New Generation Wide-Base Single (NGWBS) tire-fitted axle minimum width (super singles) will be allowed to be used in California. (When using these tires, Industry will be able to get straight green weight.)

The next CTPAC meeting's date and time is to be determined. The location of the next meeting will be at CTA's office located in Sacramento, California.

#### **Agenda Item #12 – Adjournment**

Eric Sauer adjourned the meeting at 2:00 p.m.